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voyages to Senegal and the West Indies of the *Sieur de la Courbe* which at once proved the reckless inaccuracy of Labat. This discovery seems to fall within the acquaintance of Professor Mims, although he does speak of the unreliability of Labat and spells the name wrong in the index. The theme of this work is of the utmost interest, yet the volume is far from interesting. This is wholly due to the lack of narrative skill on the part of the author, for writing is quite as much a trade as being a professor, and the unskilled hand fails to bring out the sweep of events in such a way as to present a striking picture. There is a statement in not more than two lines setting forth the fact that Morgan intervened in French affairs and died. Pirate, buccaneer, knight by the grace of the British crown, Sir Henry Morgan must be far more than two lines within any West Indian picture.

WILLIAM CHURCHILL.

Panama and the Canal. The story of its achievement, its problems and its prospects. By Willis J. Abbott. x and 468 pp. Ills., index. Dodd, Mead & Co., New York, 1914. \$2. 8 x 5½.

A breezy, reportorial story of the Panama Canal Zone tour, *via* Jamaica. It includes an account of the acquisition of the Canal Zone by the United States.

SOUTH AMERICA

The Upper Reaches of the Amazon. By Joseph F. Woodroffe. xvi and 304 pp. Ill. Methuen & Co., Ltd., London, 1914.

There are many books about the Amazon basin, and most of them have something about its upper reaches; but, as a rule, the authors have seen the country from the comfortable deck of a steamer or from an uncomfortable seat in a canoe headed downstream for the nearest port at which a steamer can be taken. Mr. Woodroffe's book is not of this kind; indeed it is unlike any other book that has thus far appeared on any part of South America.

There is little or no geography in it in so far as geography is a matter of maps, of latitude and longitude, but the physical descriptions are good and clear wherever they are attempted. The valuable part of the book lies in his exposition, from an intimate personal acquaintance with them for eight years, of the social and moral condition of the people, and especially of the native races, and their exploitation by commercial companies and by individuals.

The author went to Iquitos, Peru, in 1905 in the employ of a mercantile firm. Two months later he was sent up the Rio Javary in charge of a trading expedition, and made his first acquaintance with the life of the region. Five months after his arrival the firm failed, and the author, entirely without money or friends, was left to his own devices. As he could find nothing better to do, he went to work as a common laborer on a small river steamer running up the Ucayali. On his return to Iquitos he took charge of a squad of rubber cutters and was sent up the Rio Tamaya, where he had painful but enlightening experiences. Returning to Iquitos he entered into partnership with a merchant and made Nauta his headquarters. In time he became an employer of labor and later, leaving his store in charge of a manager, he took fifty-eight men and fourteen women and went up the Rio Tigre to cut rubber, traveling for six weeks to reach the forests. Here he remained for nine months, after which he returned to Nauta with his rubber. He found that his manager had run away and the market price of rubber was so low that he was unable to meet his liabilities. Going to Manaos he was employed to take charge of rubber forests near the Rio Javary, and, after remaining there for five months, he left on account of ill health. Engaging with an English firm, he was sent to Encanto on the Putumayo, where he lived for five months, and became familiar with the business of the region and with the condition of the Indians. Early in 1911 he was transferred to Chorrera, where he spent several months, leaving there in September of that year, and reaching Manaos in October, after being shipwrecked and losing all his baggage.

In the employ of the Madeira and Mamoré railway contractors he then went to the Madeira region and remained there until August, 1912. Shortly thereafter he left the railway, engaged with a Bolivian trader and returned to the